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PANAMA



CANAL

# REVIEW



Vol. 12, No. 4

November 3, 1961

*Genuine Friendship*

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# Himno Nacional de Panamá

*Alcanzamos por fin la victoria  
 En el campo feliz de la unión  
 Con ardientes fulgores de gloria  
 Se ilumina la nueva nación.*

*Es preciso cubrir con un velo  
 Del pasado el calvario y la cruz  
 Y que adorne el azul de tu cielo  
 De concordia la espléndida luz.*

*El progreso acaricia tus lares  
 Al compás de sublime canción  
 Ves rugir a tus pies ambos mares  
 Que dan rumbo a tu noble misión.*

*En tu suelo cubierto de flores,  
 A los besos del tibio terral  
 Terminaron guerreros fragores  
 Sólo reina el amor fraternal.*

*Adelante la pica y la pala  
 Al trabajo sin más dilación  
 Y seremos así prez y gala  
 De este mundo feraz de Colón.*

## In This Issue

EVENTS which lead to the establishment of a new and independent country among the family of nations always have a certain drama and poignancy, particularly for the natives of the new country. An account of the events of November 3, 1903, which led to the independence of Panama, starts on page 3, to provide readers with some of the history associated with this month's 58th anniversary of Panama's independence.

The account was written in a somewhat longer version a number of years ago by A. V. McGeachy, a citizen and lifelong resident of Panama, who for many years was editor of the *Star & Herald* and now is Editor Emeritus of that newspaper. Mr. McGeachy, who was 13 years of age on November 3, 1903, gave permission for THE REVIEW to condense the article and publish it in this issue for the benefit of readers not familiar with the story.

ELECTION of delegates to the nine Civic Councils of Canal Zone communities is to be held Tuesday, November 7, and a number of candidates are running for each vacancy. A listing of the candidates for seven of the nine Councils is on page 15.

IF YOU HAVE questions concerning medical care and how and where to obtain it in the Canal Zone, the article on page 17 is designed to provide answers for those most frequently posed to hospital officials. There also is a map of Gorgas Hospital illustrating the article.



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NOVEMBER 3, 1903, Panama's Day of Destiny, dawned pregnant with possibilities for the Isthmus and its people. The first rays of the rising sun revealed two vessels riding at anchor in Colon Bay. They carried 500 Colombian troops.

These troops obviously were Colombia's answer to reports of discontent and unrest on the Isthmus. News of their arrival at Colon caused deep consternation among Panamanian leaders in Panama City, the provincial capital.

The arrival of the troops on November 3 brought home to the Panamanian patriots the necessity for prompt and decisive action. The leaders involved were: José Agustín Arango, Manuel Amador Guerrero, Carlos Constantino Arosemena, Nicanor A. de Obarrio, Ricardo Arias, Federico Boyd, Tomás Arias, and Manuel Espinosa B. They formed the Revolutionary Junta. Associated with them in an auxiliary junta were: Carlos A. Mendoza, Juan A. Henríquez, Eusebio A. Morales, Gerardo Ortega, Carlos Clement, Eduardo Icaza, Ramón Valdez L., Domingo Díaz, Pedro A. Díaz, Pastor Jiménez, Carlos Zachrisson, Porfirio Meléndez, and Orondastes Martínez. In addition there were hundreds of other Panamanians identified with the movement to a greater or lesser extent.

The heroic attitude of one woman, María Ossa de Amador, wife of Dr. Manuel Amador Guerrero, is perhaps one of the most important events of that memorable morning of November 3, 1903.

Dr. Amador, supreme leader of the separatist movement, was among the first to be informed of the arrival of troops in Colon.

He immediately started out to inform his fellow conspirators of the event and its possible effect on the separatist plan and was invariably greeted with the remark, "Then, everything is lost." Dr. Amador returned home in profound depression and disconsolately threw himself into his hammock, telling Mrs. Amador, "I think everything is lost. My companions are faltering and I fear they will abandon us."

Mrs. Amador stiffened her husband's morale by objecting to the idea of abandoning the movement, saying, "If you are left alone, then you will have to fight alone. It no longer is possible to draw back. Come, get up and begin to fight."

She suggested that Panama Railroad officials might be induced to prevent the newly arrived troops from crossing the Isthmus immediately. Dr. Amador saw great possibilities in the suggestion and hurried out immediately to try to transform it into a reality.

On reaching the street, he encountered H. G. Prescott, Assistant Superintendent of the Panama Railroad, accompanied by Nicanor A. de Obarrio, Prefect of Panama, who said he had just been informed about the arrival of the Colombian troops. Dr. Amador said he already had told leaders of the

## November 3, 1903

# DAY

of

# DESTINY

Condensed from an article

By A. V. McGeachy

Editor Emeritus, *Star & Herald*

movement and had found them discouraged.

"We must carry out the coup without delay or we will lose all," Dr. Amador said.

The trio proceeded to Prescott's office to call Col. J. R. Shaler, Superintendent of the Railroad, who lived in Colon. Colonel Shaler immediately consented to do anything and everything in his power to prevent the troops from crossing the Isthmus by train. This point settled, Dr. Amador convoked a plenary meeting of the Junta at 9 o'clock that morning.



President Chiari addressing Panama National Assembly, October 1, 1961.

*"Allow me to express my gratitude to the high authorities, both civilian and military, of the United States of America, for the decisive and wise manner in which they have acted during all this time, with the lofty and sincere purpose of placing the relations of our countries in the highest form of harmony."*

Many voiced the opinion that the movement should be abandoned, but the determination of Dr. Amador and Federico Boyd eventually overcame all opposition. Their opinion was staunchly supported by Carlos Constantino Arosemena, who declared:

"If having, as we have, the support of the Batallón Colombia, which the entire Isthmian people stand ready to follow, we still hesitate, then we do not deserve to be free but should be hanged."

Following this conference, Dr. Amador communicated with Gen. Domingo Díaz, a leader for whom the populace of Panama would have gone to any extremes of sacrifice. General Díaz established headquarters in a barber-shop in Santa Ana Plaza and summoned the men who had served as his officers during a revolution the previous year. To them he entrusted the work of rallying the people.

Gen. Esteban Huertas, commander of the Batallón Colombia, garrisoned in Panama City, was well aware of the separatist plotting and indirectly had made it known that his sympathies were with the Panamanian people.

General Huertas was informed of the arrival of the troops at Colon and was told that among the officers were

Gen. Juan B. Tovar, who had been named to relieve him as commander-in-chief of all Isthmian troops, Gen. Ramón G. Amaya, Angel M. Tovar, and Luis A. Tovar, the last two being nephews of the commander-in-chief.

Colonel Shaler convinced the Colombian generals to cross to Panama City alone, assuring them that their troops would follow in the afternoon as soon as he could assemble the necessary cars to transport them.

General Huertas and his Batallón Colombia marched to the Panama City railroad station to receive the generals. The appearance on the streets of these veteran troops caused some misgiving among those who saw them swing down Central Avenue. Though members of this unit had resided on the Isthmus for many years and might be expected to side with the people whose joys and sorrows they had shared over such a long period, there was no certainty that they would do so. After all, they were Colombians. Would they line up with the Panamanians against Colombia? That was the unknown quantity.

At 11 a.m., the Colombian generals arrived and were received by the department governor, Don José Domingo de Obaldía, and other notables of the city.

Full honors were rendered by the Batallón Colombia. From the station, the generals were driven to the Palace of Government. The Batallón Colombia, in final salute to the newcomers, marched past the palace and returned to its barracks in Las Bovedas.

Meanwhile, feverish activity was being displayed by the lieutenants of Gen. Domingo Díaz. News of the revolutionary movement had gained city-wide circulation and almost unanimous response. The Colombian generals noted the undercurrent of unrest and tense activity. General Tovar requested that immediate steps be taken to have the Tiradores troops transferred to Panama without further loss of time. Governor Obaldía promised to act immediately.

General Tovar communicated his uneasiness to General Huertas and instructed him as to the best method of defense in the vicinity of the barracks should the populace stage the rumored uprising. At this juncture, Dr. Julio J. Fabrega, secretary to Governor Obaldía, arrived to inform them that Colonel Shaler was placing obstacle after obstacle in the way of the transportation of the troops; that his latest excuse was that he could not undertake to move them because the Colombian Govern-

*"The friendship between the people of the Republic of Panama and the people of the United States is well known and of many years' standing."*



Governor Carter speaking at Shaler Triangle, September 21, 1960.

ment was already heavily indebted to the railroad company. General Tovar sent word to Colonel Shaler through Governor Obaldía that he would cover in cash any account pending between the government and the Panama Railroad but, by all means, the troops should be dispatched immediately to Panama City.

The hour was drawing near for decisive action by General Huertas. Free of General Tovar, he sauntered along Las Bovedas promenade, immersed in his thoughts, when he encountered Capt. Marcos Salazar. "What's new?" General Huertas asked.

"General, it is said the Yankees are landing in Colon and are preparing to come and attack us," Captain Salazar replied.

Throwing his arm over Salazar's shoulder, General Huertas remarked, "That's nothing. There is another thing more serious which I have not yet communicated to any of my comrades, because I wish to carry out a plan and do not wish—if things go wrong—that they be blamed."

"I will second you," Salazar told the General, though the latter had not indicated the nature of his plan. Because of this spirit of implicit faith and abso-

lute obedience, General Huertas felt confident of success for his project.

About 5 p.m., General Huertas instructed Antonio Alberto Valdez to gather a group of determined men and arrest the Colombian generals at their headquarters. Valdez had started on his mission when he saw the potential prisoners on their way to the barracks. The plan frustrated, Valdez hurried to inform Gen. Domingo Díaz of the situation.

General Tovar, increasingly concerned by the unusual activity and evidences of unrest, asked General Huertas if he knew anything about it. Huertas admitted he had heard some things, but was prepared for any eventualities.

Though fully realizing the grave danger he was in, General Huertas remained calm and, with all the courtesy and unconcern possible, asked General Tovar to excuse him while he mounted a few pieces of ordnance on the parade ground. Then Huertas turned away from the group. At that instant, he caught sight of Captain Salazar, whom he called.

Entering the barracks with the captain, General Huertas ordered him to arm himself. Salazar left to do so and on his return found Huertas in the assembly

hall with eight soldiers, fully armed with rifles and fixed bayonets.

General Huertas told Captain Salazar: "Arrest all those who are sitting on the bench outside."

"Who?" asked the captain in astonishment. "The generals?"

"Yes," replied Huertas. "Let it be them rather than us. You will arrest them and take them to the police station, where you will turn them over to the custody of Commandante Arango."

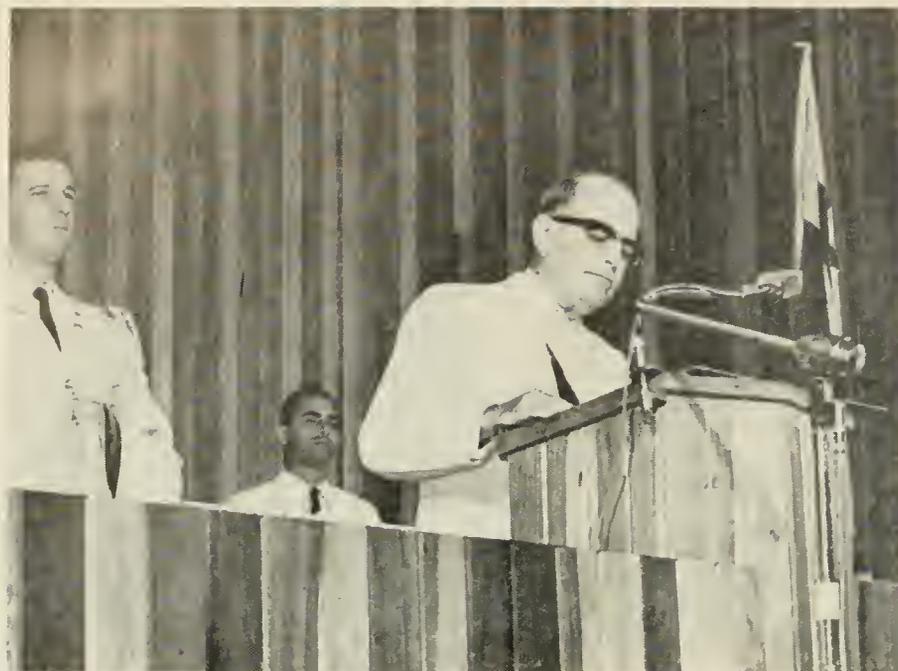
Captain Salazar unsheathed his sword and went out with his men, whom he lined up behind the benches. Stepping to the front, he stood before the group of officers and said:

"Gentlemen, you are under arrest."

General Tovar leaped to his feet. "Under arrest," he roared, challenging the insolence of this captain. "Don't you know the commander-in-chief of the army?"

"I never have been made to recognize him," retorted Captain Salazar.

General Tovar then sprang for Salazar, but the latter presented the threatening point of his sword. At the same time, he gave the order that brought the points of the bayonets on his men's rifles against the backs of the others on the bench.



President Chiari making his annual "State of the Union" address, October 1, 1961.

*"We have . . . attained an atmosphere of great cordiality in our relations with the communities of the Canal Zone."*

Furious, General Tovar called: "Huer-tas! Huertas! Where is Huertas?" To this the captain replied: "There is no Huertas now. Here will be done only that which I order. You are my prisoners."

General Amaya interrupted, saying, "General, we are indeed prisoners; there is no remedy." The generals then were escorted to the police station.

The populace, summoned to Santa Ana Plaza, awaited word to move forward and procure arms at the barracks of the Batallón Colombia. Archibaldo E. Boyd reached the plaza with the news that the Colombian generals were prisoners and the Panamanian populace, absolutely unarmed, started on the last leg of their move to sever the last ties that bound them to Colombia.

The crowd swarmed toward the barracks' parade ground (today the Plaza de Francia) only to find the end of the narrow streets blocked by a strong guard. The guard, ignorant of the true meaning of this invasion of the army's sacred premises, prepared to resist the advance. It was only through the determined efforts of Sgt. Manuel Samaniego, in immediate command of the detachments, that a bloody massacre of the unarmed Panamanians was avoided.

Sergeant Samaniego called for General Huertas, who appeared at the doors of the barracks and ordered:

"Let them in; they come to give us protection."

Within a few minutes, the parade ground was thronged by an enthusiastic

mass of patriots, already glorying in the triumph of their cause. General Huertas had ordered Captains Clodomiro and Luis Gil to allow the people into the barracks, but quickly changed his mind and directed that they move to the Las Monjas barracks, situated where the National Theater stands today. The general accompanied them and placed Don Carlos Clement in charge of the arms distribution.

The arming of the populace was followed by the rounding-up of all Colombian leaders in the city. At about 7:30 p.m., Governor Obaldía, the last representative of Colombian rule on the Isthmus, was placed under arrest and confined in the home of Dr. Amador.

With these details completed, General Huertas and General Diaz entrusted the duties of officer-of-the-day to Col. Víctor Manuel Alvarado.

Apparently all danger of attack was remote, in view of the fact that Colonel Shaler had steadfastly obstructed all efforts by the Colombians to cross the Isthmus. But there still was some element of danger from the naval units in Panama Bay, especially from the *Bogotá*, commanded by Col. Jorge Martínez L., who was not in sympathy with the separatist move.

"Either you deliver the generals to me," Colonel Martínez had written Dr. Amador, "or I will bombard the city."

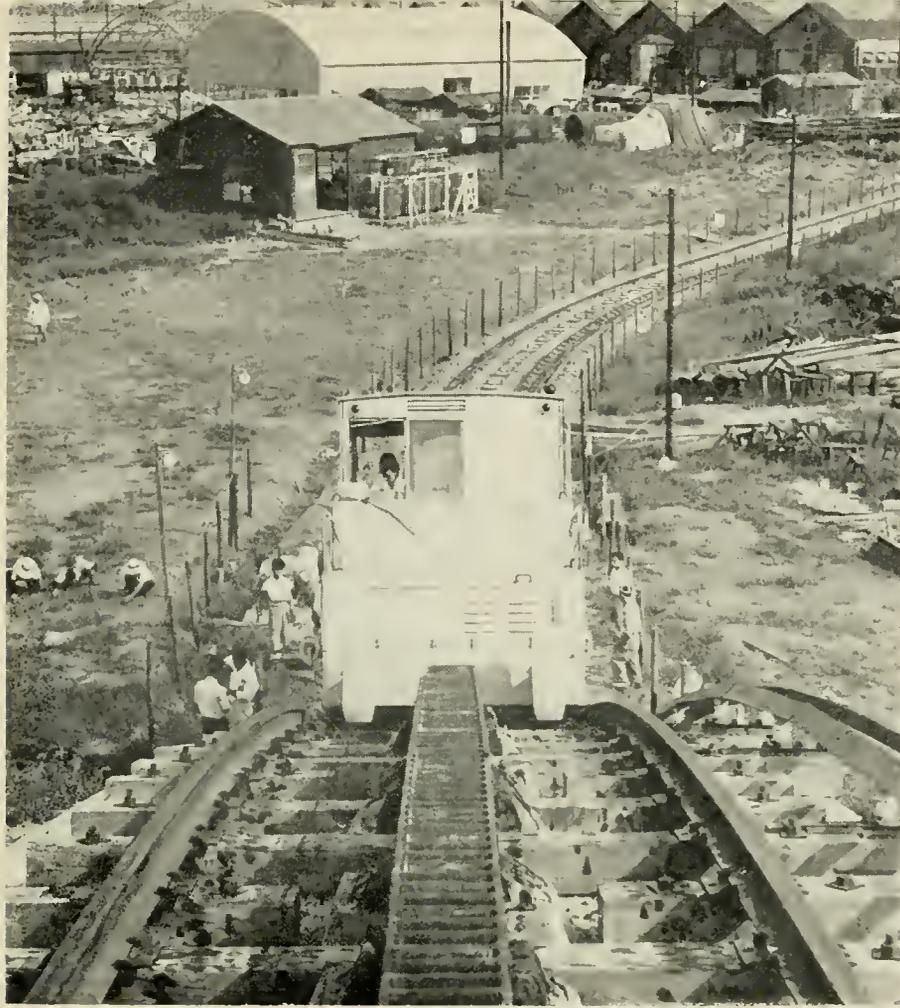
In a verbal reply through the messenger who brought the note, Dr. Amador said, "Tell him to do as he pleases."

At about 8 p.m., the *Bogotá* fired the first hostile shot in the separatist movement. Seeing Capt. Raul A. Chevalier nearby, General Huertas ordered him to man the battery on Las Bovedas and return the *Bogotá's* fire.

Captain Chevalier's first shot almost grazed the *Bogotá's* bow—the ship was backing out of the anchorage—but his second fell short, the vessel having succeeded in getting out of range of the light 3-inch gun.

The *Bogotá* fired a total of 9 shots. One fell in El Javillo district and caused the death of a Chinese citizen. Another fell on a private residence on First Street, totally destroying the roof. A third fell on the building originally occupied by the Normal College for Girls on West 12th Street. The 6 other shots fired by the ship caused no damage whatever, apparently falling short.

Ashore, the Municipal Council gathered in extraordinary and solemn session. It was meeting to approve and accept the separatist movement and the absolute independence of the Isthmus from Colombia for all time. This action took place in the same chamber where, 82 years previously, the Municipal Councilmen of 1821, on November 28, proclaimed the independence of the Isthmus from the rule of Spain. The action by the Municipal Council, late on November 3, definitely confirmed the movement that severed the country from Colombia and established the Republic of Panama.



# Reception Readied ... for Mules

First of six new towing locomotives is put through its paces on test track in Japan.

WHILE operating tests equal to 6 months of actual work at the locks of the Panama Canal are being given to the first of six new towing locomotives now nearing completion in Japan, plans for receiving the new "mules" and putting them into operation on the east lane of Gatun Locks are far advanced.

Two veteran lock operators have visited Japan, watched the mules in operation, familiarized themselves with the controls and functioning of the machines, and recently have returned to the Canal Zone, ready to serve as instructors when the new locomotives arrive. Two other locks employees, Oliver H. Hendrickson and Douglas S. Smith, have gone to the United States to study the hydraulic equipment used in the winches.

Robert Blair and Felix Karpinski spent several weeks in Japan studying the performance of the new locomotives and, in written reports to Locks Division Chief Roy Stockham, said they believe the new mules will be completely satisfactory, although they did comment that it's going to take operators a little while to become familiar with the handling characteristics of the new machines.

To take care of that problem, the Engineering and Construction Bureau has made a film on the mules and the Locks Division is preparing a hand-

book explaining the operation of the new locomotives and their appurtenances. Each of the new machines is equipped with two hydraulically-driven cable winches, in contrast to the single mechanically-operated winch on each of the present mules. Operators will be given an orientation on the new machines before they start using them to assist ships.

The two winches, which are considered the single most outstanding feature of the new mules in contrast with the old ones, each are capable of exerting a pull of 35,000 pounds, thus giving each of the new machines a total of 70,000 pounds of pull, in contrast to the 25,000 pounds of the present mules.

Arrival of the six new locomotives at Gatun Locks also will mark the beginning of the end for the last of the 25-cycle electric current installations in the Zone. In the Zone-wide changeover from 25-cycle current to 60-cycle current which was started in 1954, the towing locomotives were not modified to use the 60-cycle current. The new machines will use it, however.

In preparation for the changeover, new electrical installations to supply the power for the new mules now are being made on the east lane at Gatun. The new circuits and other equipment are being installed without removal of

the 25-cycle current installations, which must be used until the changeover. When the time comes, the changeover will be completed by making a few final connections and then pulling the switch on the 25-cycle current and throwing the switch on the 60-cycle. If circumstances should require the new locomotives to be taken out of service during the 3-month test period planned for them, it will be a similarly simple matter to restore the 25-cycle current for use by the old locomotives.

Each of the new machines will weigh approximately 55 tons, about 5 tons more than the present locomotives. To insure adequate strength in the lock walls to support the additional weight and the extra power of the new machines, the bridging over the gate recesses has been reinforced.

Another major change in the lock walls which has been necessary to accommodate the new mules has been the filling of the declivities formerly occupied by the emergency dams, which were installed as part of the original lock equipment but have since been removed. This was necessary in order to raise the new mules to a point where the cables, which extend from a lower point on the new machines than they did on the old ones, will not become

(See p. 8)

(Continued from p. 7)

fouled on the lock wall.

Two more changes still to be made at the locks are installation of center wall turntables and modification of the repair shelters at the locks. The turntables will be necessary because the cables of the new locomotives extend from only one side of the machines. This means that each time one of the new mules is moved from one lane to the other on the center wall it will have to be turned around so that cables are in the correct position. The cables of the present mules can be used on either side of the machine, a variation that was not possible with the configuration of the new locomotives.

The modifications which will have to be made to the repair shelters will be necessary because the greater width of the new locomotives will not permit them to pass the supports of the present shelters, which are located directly alongside the tracks on the lock walls.

In addition to the greater power of the new locomotives, they also have a greater variation in speeds at which they can be operated. The 40-year-old models now in use have towing speeds of 1 and 2 miles per hour and a "running" speed of 5 miles per hour. The new ones will be capable of towing at speeds of 1, 2, or 3 miles an hour and can run at 6 to 9 miles an hour when not helping a ship.

All of the improvements incorporated into the new locomotives are expected to make them much more capable of handling the ever-larger ships which are transiting the Canal. A number of ships which use the waterway require 10 old-type locomotives to move them through the locks and help control their movements while in the lock chambers. A few ships require 12 of the present locomotives. Canal officials believe that six of the new locomotives will be able to handle any vessel that can pass through the waterway.

If the 3 months of tests which are to be conducted at Gatun Locks with the six locomotives scheduled to arrive in January prove that the new mules are satisfactory, an order will be issued to the Japanese manufacturers to proceed with construction of the remaining machines needed to equip the entire Canal.

As each set of locks is equipped with the new locomotives, they also will receive one locomotive crane for use on the center wall. These locomotive cranes, which also will operate on 60-cycle current, will replace the present 25-cycle machines. Thus, by mid-1963 the 25-cycle equipment will belong to history and the future will belong to the new, more powerful, 60-cycle machines.



Massive brace and bit drills hole for hospital support.

## Drilling for Bedrock

THE NEW BUILDING being constructed to house the main offices and most of the medical service clinics of Gorgas Hospital will stand on tremendous underground stilts reaching down to bedrock and providing a solid footing for the weight of the structure.

A giant brace and bit apparatus is being used by the Case Foundation Co. to drill holes for the stilts—or caissons, as they are more formally known—which will support the 8-story building.

The big drill grinds its way through earth and rock with equal ease to dig holes which are from 24 to 54 inches in diameter and from 35 to 40 feet deep. By the end of October, most of the 52 caisson holes needed for the hospital were completed and work was

beginning on pouring concrete for the grade beams and spread footings, which will be flush with the ground and approximately 6 feet wide.

The next step in the hospital foundation work, which is scheduled to start in mid-November, will be construction of the supporting columns which will rest on the concrete caissons and caps and hold the building proper one story above ground.

Case Foundation Co., which also has done work in connection with the Thatcher Ferry Bridge substructure, is working as a subcontractor with the Uhlhorn Construction Co., prime contractor for the \$3½ million hospital building. The new building is scheduled for completion early in 1963.



Maurice H. Thatcher.

*Public Law 87-125:  
Thatcher Ferry Bridge*

# Spanning Time *and* Space

AT THE ANNUAL meeting of the Federación Panameña de Educación Vial on July 31, 1930, a motion was unanimously approved that started a chain of events which have spanned the years since then and recently culminated in action by the U.S. Congress naming the new bridge across the Canal in honor of an early Canal Zone official.

The motion adopted by the Panama Federation for Highway Education directed J. M. Berrocal, president of the organization, to ask Canal Zone Governor Harry Burgess to name the highway then being built between Balboa and Arraijan in honor of Maurice H. Thatcher.

In a letter to Governor Burgess, President Berrocal said the Federation he headed "would like that recognition be given in this manner to the Honorable Maurice H. Thatcher for his very successful efforts on behalf of the Republic of Panama, by having submitted to the U.S. Congress, and secured the passage thereof, the act that has enabled the construction of the section of road mentioned and the ferries that will be put in service across the Pacific entrance of the Panama Canal."

Thus it was that Thatcher Highway and the associated Thatcher Ferry came to be named after the youngest member of the Isthmian Canal Commission; the man who headed the Department of Civil Administration of the Canal Zone from May 13, 1910, to August 8, 1913, thereby acquiring the popular title of

"Governor of the Canal Zone," although that formal title was not actually established until after opening of the waterway in August 1914; the man whose name will be carried into the future by the Thatcher Ferry Bridge.

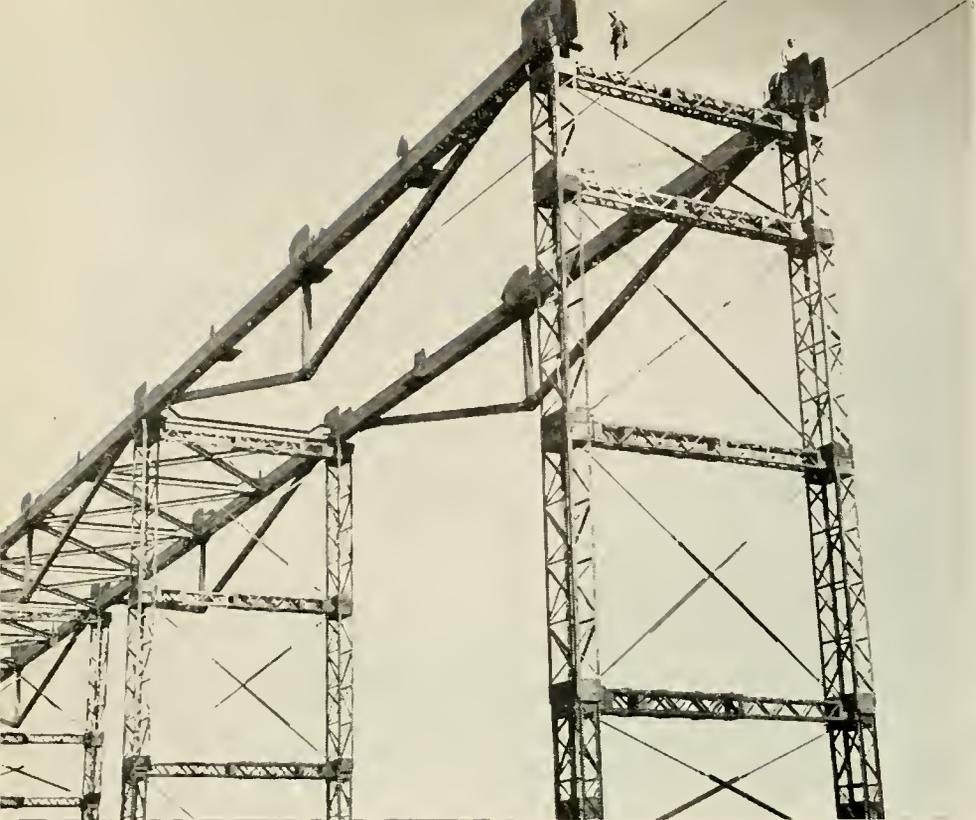
Mr. Thatcher, who today is the only surviving member of the ICC, which guided the Canal organization during the construction period, still practices law in Washington. He observed his 91st birthday this past August 15. Throughout the 48 years that have passed since he concluded his duties

with the ICC, Mr. Thatcher has retained an active interest in the Canal Zone and the Republic of Panama and frequently has participated in actions concerning them.

While serving in Congress as a Representative from Kentucky from 1923 to 1933, Mr. Thatcher introduced the legislation which led to construction of Thatcher Highway and Thatcher Ferry and also authored the act which created the Gorgas Memorial Laboratory in Panama City. Research in tropical diseases at the Laboratory has



Thatcher Ferry crosses the Canal with full load near piers of bridge which will succeed it.



Steel superstructure of \$20 million bridge is taking shape under skilled hands of workers.

benefited not only residents of the Isthmus of Panama, but inhabitants of the tropics throughout the world.

In recent years, Mr. Thatcher encouraged action by Congress which provided retirement pay for the non-U.S.-citizen employees of the Canal organization. Above the desk in his Washington office is a certificate making him an honorary president of the Canal Zone Retired Workers' Association, an Isthmian organization of non-U.S.-citizen employees.

During his 10 years in Congress, Mr. Thatcher visited the Isthmus on three different occasions and since World War II has made three more visits, each time as a guest of the Canal organization. In a recent interview with United Press International, Mr. Thatcher said, "I did what I could to promote good relations between the United States and the Republic of Panama. I always tried to see that the Republic had a fair deal and I believe that I have the good will of the people of Panama."

Residents of Arraijan, which was joined to Panama City by means of the Thatcher Highway, honored Mr. Thatcher for his efforts in connection with the highway and ferry service by presenting him with a plot of ground in the village as a token of their gratitude. Mr. Thatcher later arranged for his land to be exchanged for another tract, which was made into a playground and named Parque Infantil Maurice H. Thatcher by officials of the village.

Mr. Thatcher also has been honored

by the Government of Panama, which awarded him the Order of Vasco Núñez de Balboa con Placa. Ecuador and Venezuela also have honored him for his services to tropical America. Ecuador presented him with the Order of Al Mérito and the Order of the Colón Alfaro Foundation. Venezuela awarded him the Order of Libertador (Bolívar)

in 1930, when Mr. Thatcher served as a member of the U.S. Commission which presented Venezuela with the statue of Henry Clay which now stands in the Henry Clay Plaza in Caracas.

The new bridge, the soaring superstructure of which will rise 384 feet above the average level of the Canal below it, will be the largest bridge on the Pan American Highway, final sectors of which from the United States to Panama City now are under construction. Extension of the highway to South America will make the bridge a major link in the intercontinental highway connecting the two great continents of the hemisphere.

As a personal memento for Mr. Thatcher, President Kennedy gave him the pen with which he signed the bill naming the bridge. This was the 13th pen given the former Zone official by Presidents of the United States for his contributions relative to various Acts of Congress.

The Thatcher Ferry, which will be taken out of service after the bridge is opened to traffic about a year from now, started operation in September 1932. By the time it is discontinued, it is estimated that 20 million cars and 100 million passengers will have used it to cross the waterway.

But even as the ferry service passes into history, the fact of its existence and the man who played a major role in having it established will be permanently memorialized in the name of the graceful and functional structure which will replace it, the Thatcher Ferry Bridge.



Thatcher Highway, connecting Panama City with highway system outside Canal Zone.



Lieutenant Governor Leber conducts Dr. Charyk on locks tour.



R. J. Kielhoter, lock operator, explains locks control panel to Mr. and Mrs. Edward R. Murrow during visit to Miraflores Locks.

## VISITORS

TWO HIGH OFFICIALS of the U.S. Government were among those visiting the Isthmus during October, while residents of the Zone continued their normal visits to the interior of the Republic of Panama as participants in the life of the country.

Edward R. Murrow, famous radio and television newscaster and commentator and now director of the U.S. Information Agency, spent part of a weekend on the Isthmus, conferring with local U.S. officials. During his brief stay, Mr. Murrow and his wife visited Miraflores Locks, where they saw ships being raised and lowered through the lock chambers and heard an explanation of how the locks control system operates.

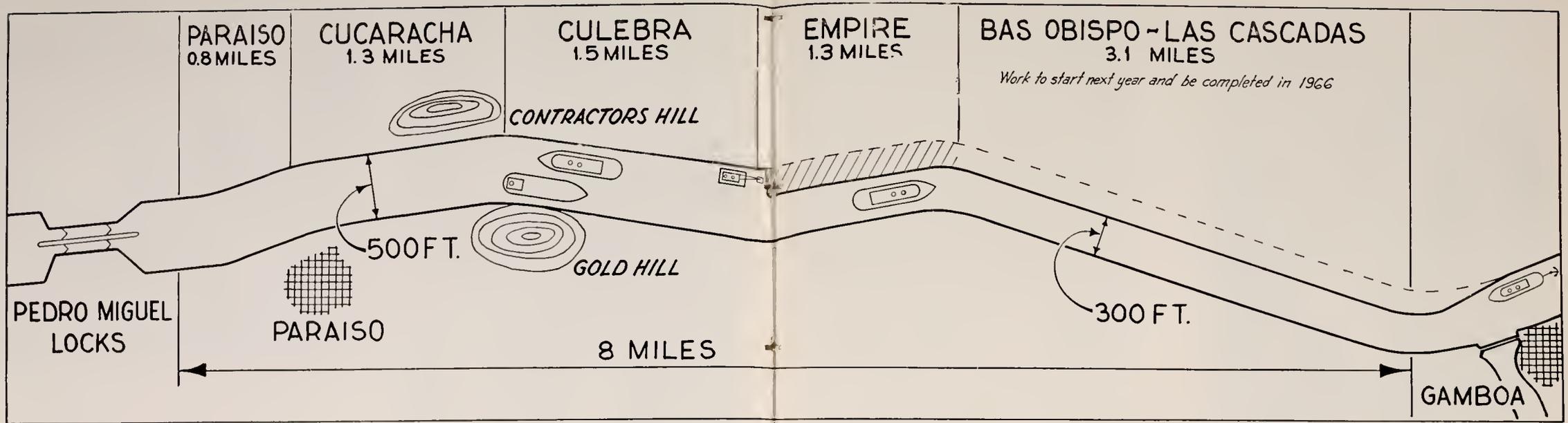
Dr. Joseph V. Charyk, Under Secretary of the U.S. Air Force, also visited the Isthmus during the month, accompanied by his wife. During his 2-day stay, Dr. Charyk spent considerable time with military officials of the Caribbean Command and its components, particularly the Caribbean Air Command at Albrook Air Force Base. He also was briefed on operation of the Isthmian waterway and was taken on a visit to the locks.

Lieutenant Governor Leber and his wife were among the Zone residents who visited the interior of the Republic. They spent a day and a night at Divisa and Chitre, attending the Vocational, Industrial, and Agricultural Fair at the Institute of Mechanical Arts in Divisa, which included a Canal organization exhibit on various phases of the Canal's operation and its role in world commerce.



Lt. Gov. W. P. Leber and wife with San Blas Indians at Divisa Fair.





THE RESTRICTIVE "big ditch" section of the Panama Canal soon will be reduced to just half its former length.

Famous Caillard Cut through the Continental Divide between Pedro Miguel Locks and Gamboa still is 8 miles long, of course, but half of it soon will be 500 feet wide instead of 300. The remaining 4 miles which is only 300 feet wide is retreating daily before the combined efforts of the project contractor and the Canal's Dredging Division.

A major milestone in the Cut-widening project is expected by the end of this month, when widening work is scheduled to be finished on Cucaracha Reach, near Contractors Hill. Completion of this section of the project will unite previously widened Culebra Reach with the widened section south of Contractors Hill to produce a continuous, 4-mile strip of 500-foot-wide channel.

Full benefits to world shipping of the \$46 million widening project will not be realized until work is completed on the entire 8 miles in fiscal year 1966, but some advantages already are resulting. Some improvements in the Canal's service to international shipping will develop as the widening work continues to shorten the historic bottleneck.

A few of the operating and maintenance advantages expected to result from the widening work and the associated project of bank lighting now are being realized to some degree. As the

## GROWING CANAL for FUTURE DEMAND

widening work continues to shorten the unwidened portion of the channel, the degree to which these advantages are realized will continue to increase.

Major advantages expected from completion of the first half of the widening work will be in greater safety for transiting ships and occasionally faster transit.

The unbroken, 4-mile length of the widened channel will, at least occasionally, be used for two-way traffic by ships which previously could not meet in the Cut. Some northbound ships which in the past would have been forced to wait at Pedro Miguel Locks until a southbound ship reached the other lane of the locks will be able to

proceed into the widened portion of the Cut and meet the southbound ship there.

The greater width of the widened channel will provide more space in which to maneuver vessels safely under their own power, thus tending to reduce the danger of ships striking the banks or requiring the assistance of one or more tugs.

Two major factors which are expected to result from the widening work are: (1) Greater use of the Cut for two-way traffic, with fewer ships being required to wait until all oncoming vessels have cleared the 8-mile strip; and (2) a slight increase in average ship speed through the Cut.

The ability of the Canal to handle ships of greater length with more ease and less risk than at present is expected to result from the greater width of the channel, particularly at the turns which ships must negotiate while transiting the Cut.

Even the possibility of slides is being reduced in the course of the widening work as the slope of the banks is reduced to help stabilize them.

As experience in using the wider channel is acquired, Canal officials believe ships will be able to travel somewhat faster than the present limit of 6 knots per hour through the Cut. Any increase in speed carries with it the concomitant benefit of more effective handling of the ships, many of which begin to lose the ability to control their own movements at speeds below 6 knots. Thus, an indirect benefit of any increase in the speed limit would be additional safety for the vessels involved and, possibly, less need for the help of tugs.

At the present time, Foster-Williams Brothers., has completed approximately 85 percent of the dry excavation on Empire Reach and the Dredging Division has started the wet excavation necessary to complete this section of the project.

Even before the dipper dredges Paraiso and Cascadas complete their part of the mile-long Empire Reach project, work is expected to start on the

final 3 miles along Bas Obispo and Cascadas Reaches. Present plans call for bids to be taken on that section early next year and for the work to be completed sometime in 1966, to drop the

anchor on the biggest Isthmian earth-moving project since the construction period and keep the Canal abreast of the requirements of present-day world shipping.

### Fertilizer for Blasting?

AMMONIUM nitrate, commonly used as fertilizer, may be used for blasting material loose for removal during the next Canal Cut-widening along Bas Obispo and Las Cascadas Reaches, if tests now being conducted in the United States prove successful.

Since ammonium nitrate costs considerably less than dynamite and is somewhat safer to use under certain conditions, the extent to which this material could be employed on the remaining Cut-widening might affect the cost of the work and result in considerable benefit to the Panama Canal Company.

A study of tests conducted by the Monsanto Chemical Co. of St. Louis, Mo., was made in October by Charles McG. Brandl, project engineer for the Cut-widening project.

Mr. Brandl made a preliminary study of the use of ammonium nitrate for blasting and later went to Parish, Ala., where Monsanto has been using ammonium nitrate as a blasting material on strip mining operations where materials being blasted and other conditions are similar to the Canal widening work.

The humidity of the tropics is one of the main deterrents to the use of this material in the Canal Zone. Recently, however, Monsanto and other ammonium nitrate manufacturers have been making tests and have indicated that they know of a successful way of using it under wet or submerged conditions.

The remaining contract will be twice as big as the present Empire Reach work, with approximately 14 million cubic yards of material to be removed. It has been estimated that it would take approximately 12½ million pounds of dynamite to do the job.

## Recognition:

# For Invaluable Service



Elouise Garnes reads letter of appreciation from Governor Carter.

ELOUISE GARNES of the teaching staff at Rainbow City Elementary School, who for the past 6 years conducted a weekly 1-hour class, after regular school hours, for the prisoners at the Canal Zone Prison for Women and Juveniles at Gatun, last month received a letter of commendation from Governor Carter, and a check for \$200, in recognition of her voluntary service.

She was principal of the Chagres School at Gatun when she volunteered to conduct classes at the prison in Gatun. The Chagres School was closed on February 7, 1958 and she was transferred to Rainbow City Elementary School, but she continued her classes, even during her own vacation periods, according to Sgt. George A. Martin, sergeant-in-charge at the Gatun prison.

Instruction was given in Spanish on school subjects consistent with the educational level and ability of the inmates, following the Canal Zone Latin American school curriculum. Under her tutelage, inmates who could only make an "X" for their names, and couldn't even tell time when they entered the prison, soon could do both as their educational levels were raised.

Governor Carter's letter commended her highly for her invaluable service, and added his personal thanks for a job well done.

The work Elouise Garnes carried on as a volunteer, with a 1-hour class once a week, has expanded to a regular school curriculum on Mondays, Wednesdays, and Fridays, from 1 to 3 p.m. The classes now are conducted by a teacher assigned by the Canal Zone Division of Schools.

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## ... For Zonians' Colorful Christmas Displays

ELEVEN of the many colorful Christmas decorations which are displayed outdoors in the Canal Zone during the annual holiday season are featured in an illustrated article in this year's issue of *McCall's* Christmas Make-It Ideas magazine.

At least two of the decorating ideas shown were displayed last Christmas by Zone residents living on Oleander Place in Balboa, a spot more popularly known as "Santa Claus Lane." Both of the "Santa Claus Lane" displays were made by Henry Gaskin, an employee in the display shop of the retail store branch.

A third display pictured with the article is of two large, bow-tied lollipops on the door of the James M. Slover home in Diablo Heights. The other decorations pictured, none of which are identified by ownership, are believed to have been displayed in Curundu.

One of the two "Santa Claus Lane" displays was in the lawn of Mrs. Marguerite Orr's home. It shows eight redsuited elves playing a variety of musical instruments. The other "Santa Claus Lane" display, at the home of Wesley Thompson, features Santa and his helpers carrying packages from the lawn to the top of the house, via a decorated ladder.

Mr. Gaskin, who each year handles outdoor Christmas decorations for a number of Canal Zone families, has worked for the Canal organization for the past 12 years.

A citizen of Panama, Mr. Gaskin attended Zone schools and took a training course as a printer, but never worked at the trade, going into the art field instead. A resident of Rio Abajo, he is married and has four children.



Artist Henry Gaskin applies final brush strokes to a self-portrait.

# Election Coming Up

RESIDENTS of Canal Zone communities housing Company/Government employees will elect Civic Council representatives November 7, exercising their franchise much as many residents of the United States will be doing on the same day in various State and municipal elections.

The men and women selected to serve on the various Civic Councils will assume much of the responsibility for leadership in their respective communities, just as similarly elected men and women serve in local, State, and national elective positions in the United States.

The objectives of the Civic Councils in the Zone are to encourage and foster a spirit of community interest among residents of the various communities and help provide leadership in the development and planning of programs where public interest and welfare are involved. To attain these objectives, the Civic Councils help formulate and direct plans for certain community programs, including recreational activities, and make recommendations and suggestions to Company/Government authorities in matters of public interest and concern.

Candidates for posts in seven of the nine Civic Councils are listed below. Candidates for the two other Civic Councils had not been named by REVIEW press time.

## COCO SOLO CIVIC COUNCIL

Paul L. Beck  
Mrs. Majel Reinheimer  
Thomas W. Grimison  
Mrs. Joan Hutchinson  
Gerald Fruth  
Betty Heppenheimer  
Henry Heppenheimer  
Ray Bunnell  
Mrs. Jane Frost  
John Frost  
Mrs. H. D. Cheshire  
George D. Edginton  
Mrs. Ferry Frazer  
George Babinecz  
Capt. Thomas W. Gove  
R. E. De Tore  
D. S. Smith

## GAMBOA CIVIC COUNCIL

### President

Arnold S. Hudgins  
Russell A. Stevens

### Council Members

Austin J. Byrd  
Donald J. Connor  
David G. Danziger  
Paul Riggs Forrest  
Marie W. Gibson  
Charles S. Howe  
Rosalie P. McDaniel  
Charles L. Pierce  
James H. Russell  
W. Allen Sanders  
Katherine A. Sellens  
Russell A. Stevens

## GATUN CIVIC COUNCIL

Mary Dugan  
Bill Deaton  
Peggy Valentine  
Betty Wood  
Gladys Lasher  
George Mitchell  
Anne Kennon  
Henning Soilling  
Norma DeVoll  
Gloria Geddie  
Norma Christiansen  
Sonia Schaek  
William Clute  
Mrs. John Lasher  
James Weiselogel  
Marnie Clinchard  
Art Cherry  
Mrs. Dale Fontaine  
Henry DeVoll

## PACIFIC CIVIC COUNCIL

### Balboa

Mrs. Ann Dolan  
Joseph Dolan  
James O'Donnell  
Harry C. Egolf  
Daniel R. Harned  
Sam Roe

### Diablo Heights

Paul J. Brooks  
Mrs. M. Evans  
W. C. Grimes  
Gardner R. Harris  
C. R. Vosburgh  
Wilson Waldron

### Aneon-Balboa Heights

Mrs. Marjorie Brown  
J. L. Demers  
Edwin C. Jones  
Harry E. Pearl  
Harry W. Post  
Thomas E. Spencer  
Al S. Zon

### Los Rios

Edward Filo  
Edward J. Lucas  
Roger D. Michel  
James W. Riley  
James P. Young

## PARAISO CIVIC COUNCIL

### Precinct 1

Harold Williams  
Raymond George  
Cyril D. Atherley  
Edith Brown  
Arthur Betty  
Sergio Rueda  
Inez McKenzie  
Adolfo Bedoya

### Precinct 2

Ruben Eversley  
Samuel Blenman  
Wilbert Gittens  
Newton Skeet  
Lionel Worrell  
Ruth Smith  
Myrtle Gordon

## Precinct 3

Maudlin Holder  
Clarence Sissett  
Egbert Best  
Darnley Foster  
Rebecca Nurse  
Alfred Bowen  
Norman Blades

## Precinct 4

Sylvester Callender  
Clifton Lopez  
Thomas Sawyers  
Ceel Gittens  
Rupert Phillips  
Muriel Johnson  
Guillermo Dixon  
George Richards  
Irvin Moore

## Precinct 5

Leonard Pennycook  
Hubert Thompson  
Philmore Alexis  
Livingstone White  
Olive Hinds  
Lucille Lawrence  
Alphonso Alexis  
Ernest Williams

## PEDRO MIGUEL CIVIC COUNCIL

Livingston Reece  
Earl S. Walrond  
Eric I. Raphael  
Arthur Davis  
Ralph Flemming  
T. Jemmott  
Robert Bennett  
Leo Chandler  
Stephen R. Gordon  
Mrs. W. Layne  
Edgar Shaw  
Philip Joseph  
Cleveland Roberts  
Samuel Turner  
Clifford Jemmott  
Noel I. Pilgrim  
Darnley Smith  
A. B. Castellero  
George F. Earle  
Mrs. E. I. Raphael  
Mrs. C. Jemmott  
C. G. Callender

## RAINBOW CITY CIVIC COUNCIL

### Rainbow City District

Kelvin Barnett  
Harold O. Blackman  
Holden L. Cockburn  
Alberto Dogue  
Mrs. Brunilda Dogue  
Peter A. Ellis  
James Harding  
Felipe Lee  
George V. Lewis  
Rathburn Springer

### Camp Coimer District

Clement Belle  
Mrs. Myrtle Crooks  
William Davis  
Cedric Gittens  
Edward Green  
Mrs. Levina R. Greene  
Astor Lewis  
Mrs. Rose E. Mignott

### Rainbow City Heights District

Santiago Graham  
Moses N. Raymond  
Horace Roberts  
Stanley Spence  
Kenneth Weeks  
George G. Mandeville

### Camp Bierd District

Victor Arehbold  
Ruben Cohen  
Purcell Gilmore  
Phillip A. Henry  
Wilfred R. Johnson  
Winston O. Thomas

### Chagres-Mindi District

Jorge Castro  
Andrés De León  
Eleuterio Gálvez  
Richard Holness

### Mount Hope District

Percival Appleton  
Lloyd Bennett  
Wilderth T. Dryden

# Worth Knowing

DR. EZRA HURWITZ, Superintendent of Palo Seco Leprosarium, is leaving Canal Zone service this month after 33 years as mayor, mentor, doctor, and friend to the Leprosarium patients. Dr. and Mrs. Hurwitz will remain on the Isthmus and have moved to Panama City.

Actually, Dr. Hurwitz was retired from the Canal organization in November 1956. He was immediately re-employed under special authority and remained in his post as Superintendent of the Leprosarium for another 5 years. At the time of his formal retirement, Dr. Hurwitz was awarded the U.S. Department of the Army's Meritorious Civilian Service Award.

Born in Kansas City, Mo., Dr. Hurwitz has been a Zonian since 1927, most of which time he spent as head of Palo Seco Leprosarium, where he was the first resident doctor.

For his outstanding service at Palo Seco Leprosarium and his ministrations to the patients, most of whom are Panamanian citizens, the Republic of Panama honored him in 1951 by awarding him the Order of Vasco Núñez de Balboa in the Grade of Comendador.

At the time of Dr. Hurwitz' retirement in 1956, President Ernesto de la Guardia, Jr., of Panama, attended the retirement program held at the Leprosarium. Canal Zone Governor Potter presented the retirement certificate and other officials and friends of Dr. and Mrs. Hurwitz were present.

MEMBERS of the Canal Zone Society of Professional Engineers are seeking local applicants for 4-year engineering scholarships provided annually by the Armeo Foundation. Application forms and complete information about the scholarships are available from the principals of Balboa and Cristobal High Schools.

Each scholarship recipient will receive an award of \$750 per academic year. The award will be renewed annually up to a total of 4 academic years, providing satisfactory personal and scholastic standards are maintained by the winner and adequate progress is made toward a bachelor's degree in civil engineering.

Completed applications for local

seniors must be submitted to the high school principals by December 1, 1961. A committee of the Canal Zone Society of Professional Engineers will evaluate the applications and conduct personal interviews with all local candidates to select area finalists. Final selection of the five national award winners and five alternates will be announced about May 1, 1962.

## El Canal de Panamá



Cover of new Spanish-language pamphlet.

THE BASIC information pamphlet, *The Panama Canal, Funnel for World Commerce*, which describes the Canal and its operation and which has been distributed for a number of years in English recently has been translated into Spanish for the benefit of Spanish-speaking visitors to the waterway.

Governor Carter sent complimentary copies of the new pamphlet to Panama President Roberto F. Chiari, local representatives of Spanish-speaking countries, and Panama newspapers, advising them of the new pamphlet's availability.

President Chiari, in a letter to the Governor, said, "I wish to express my sincere thanks for your kindness in sending me the pamphlet on the Panama Canal and its activities, recently published in Spanish. I found it most interesting reading."

President Chiari also expressed pleasure at the initiative shown by Governor Carter in having the publication issued in the Spanish language.

A FAMILIAR name and scene caught the eye of Hartley Rowe of Boston, Mass., as he turned to page 19 of the September issue of *THE PANAMA CANAL REVIEW*, where a brief article outlined the history of the bridge which once carried the Panama Railroad across the Rio Grande.

Writing Governor Carter, Mr. Rowe said the article was of special interest to him because he was the engineer who designed and constructed the dam across the river under the bridge, working under the supervision of Clyde E. Marshall.

Mr. Rowe said the dam was built during November and December of 1904 and January of 1905, and it was his first engineering and construction job after graduating from Purdue University in June 1904.

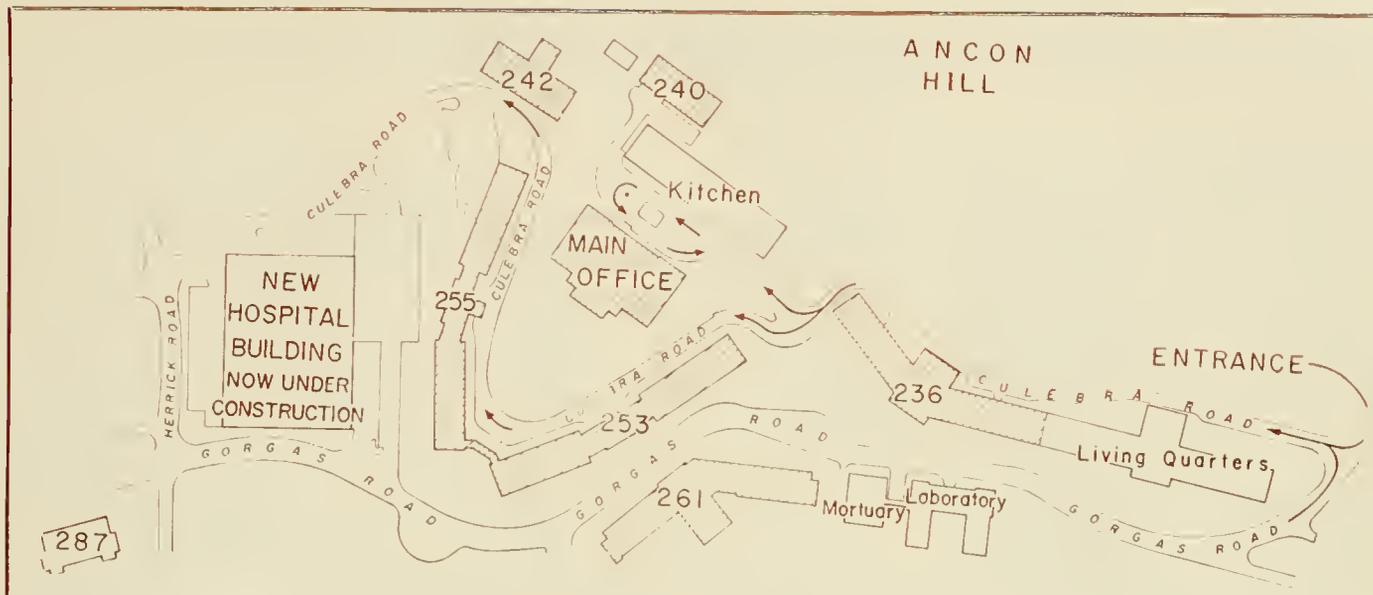
About 2½ years ago, while visiting the Isthmus as a member of a special Board of Consultants on Isthmian Canal Studies who reported to Congress on a long-range program for Isthmian Canal transits, Mr. Rowe saw the dam once more.

"While I was not surprised that it was still standing after 56 years, there are some pertinent factors in reference to the dam which may be of interest," Mr. Rowe said in his letter to Governor Carter.

"The concrete was entirely mixed by hand on mixing boards and was all done by four Hawaiians, whom I believe had jumped a ship. It was entirely reinforced by Decaulle rails recovered from the jungle, where they had been left by the French Canal Company. It is, therefore, certain that the steel and concrete were not nearly stressed to their allowable limits and would be, at the present time, entirely uneconomical."

Governor Carter, in his reply, told Mr. Rowe that in the process of cutting a 5-foot diameter hole through the dam as part of a flood control system for the Rio Grande drainage area, some of the structural qualities of the dam were revealed. "The concrete drilled and blasted through in the base of the dam was in excellent condition and shows no ill effects of age or shock from the drilling and blasting," Governor Carter said. "It again proves that the early work done with concrete in the Canal construction was soundly engineered."

Mr. Rowe, who served in various positions in design, construction, and operation of the Panama Canal from 1904 until 1919, when he resigned as head of the Construction Division, served as consultant to the Manhattan District, Los Alamos, and was a member of the General Advisory Committee of the Atomic Energy Committee from 1946 to 1950.



*Guide to*

# Medical Care

QUESTIONS frequently arise about medical care, especially how and where to arrange for needed services while in the Canal Zone. Gorgas and Coco Solo Hospitals combine to provide essential care and services for most Zone residents.

Hospital officials point out that children must be accompanied by a parent if they are to receive medical treatment, because only a parent or guardian can give legal consent for such treatment. They also emphasize that it is not necessary to pay cash in advance for medical services provided by the Canal organization, although it is desired. To answer some of the other most frequently asked questions, officials of the two hospitals supplied the answers given below.

### How to obtain medical care:

During regular hospital hours, 8 a.m. to 4:30 p.m., Monday through Friday, patients should go to the outpatient clinics, with or without appointments, although appointments are preferred. Outside of regular hours and on Saturdays, Sundays, or holidays, patients should go directly to the emergency rooms. First visit maternity patients should arrange for appointments at the obstetrical clinics.

#### Gorgas:

Emergency .....	2-1211	Main Office
Outpatient .....	2-6369 or 2-6454	Bldg. 255
Obstetrical .....	2-6456	Bldg. 261

#### Coco Solo:

Emergency .....	3-1211	Main Office
Outpatient .....	34-55	New wing
Obstetrical .....	34-03	Main Office

### What to do in an emergency:

Report to emergency room. If possible, someone should alert the hospital that an emergency case is on the way by calling and supplying as much information about the nature of the emergency as possible. If the patient cannot be moved, call the emergency number and explain the problem, giving location of patient. Canal Zone physicians cannot respond to calls outside the Canal Zone.

### How to obtain medical care at your Canal Zone home:

If you or a member of your household becomes seriously ill

## GORGAS HOSPITAL DIRECTORY

### MAIN OFFICE

Emergency room  
Information desk  
Pharmacy  
Eye, ear, nose, and throat clinics  
X-ray clinic

Orthopedic clinic  
Surgical clinic

### BUILDING 261

Obstetrical and Gynecological clinic

### BUILDING 242

Chest clinic  
Allergy clinic

### BUILDING 236

Urology clinic (3rd floor)

### BUILDING 240

Orthopedic brace shop

### BUILDING 253

Medical clinic  
Psychiatric clinic

### BUILDING 287

Dental clinic (2d floor)

at home and the services of a doctor are desired, you should call the emergency room and explain the situation, giving as much information as possible. Normally, it is suggested that the sick person visit the hospital to obtain medical services, because more comprehensive diagnostic and treatment facilities are available.

### How to arrange for dental care or an examination to obtain a prescription for eyeglasses:

Arrange an appointment in advance by calling proper clinic.

#### Gorgas:

Eye clinic .....	2-6453	Main Office
Dental clinic .....	2-3765	2d floor, Bldg. 287

#### Coco Solo:

Eye clinic .....	34-63	New wing
Dental clinic .....	34-13	2d floor, Main Hospital Bldg.

### How to arrange for a physical examination:

Arrangements for general, checkup type physical examinations and special examinations such as those required for college entrance, to obtain insurance, and similar purposes each are handled somewhat differently at both hospitals, but appointments for either type should be made in advance.

#### Gorgas:

General physical .....	2-6369 or 2-6454	Bldg. 255
Special physical .....	2-6308	Bldg. 255

#### Coco Solo:

General physical .....	34-55	New wing
Special physical .....	34-80	New wing

# ANNIVERSARIES

(On the basis of total Federal Service)

## CIVIL AFFAIRS BUREAU

Jeanne E. Brown  
Elementary and Secondary  
School Teacher  
Bernadine U. Hanna  
Elementary and Secondary  
School Teacher  
Florence A. Lamson  
Elementary and Secondary  
School Teacher

## ENGINEERING AND CONSTRUCTION BUREAU

Abel Ortega  
Surveying Aid  
James C. Slade  
Engineman

## MARINE BUREAU

Cyrus W. Field  
Chief Foreman Shipfitter  
George A. Duncan  
Seaman  
James B. Ricketts  
Seaman  
Cleveland A. Moran  
Toolroom Attendant

## SUPPLY AND COMMUNITY SERVICE BUREAU

Ronald G. Bushell  
Utility Worker  
Rupert M. Cranston  
Milker  
Angela R. DaCosta  
Packager

## TRANSPORTATION AND TERMINALS BUREAU

Wilfred Gittens  
Clerk Checker

## ADMINISTRATIVE BRANCH

Muriel L. Hart  
Graphotype Machine Operator

## CIVIL AFFAIRS BUREAU

Pauline E. Long  
Elementary and Secondary  
School Teacher  
Mildred H. Slater  
Elementary and Secondary  
School Teacher  
Sophie D. McLimans  
Elementary and Secondary  
School Teacher

Jacob Rand  
Window Clerk  
Elva K. Stewart  
Window Clerk  
Constantine Dowus  
Clerk Typist  
Eugenie E. Plummer  
Dressing Room Attendant

## ENGINEERING AND CONSTRUCTION BUREAU

William L. Bingham  
Power Plant Chief  
Wilfred U. Forbes  
Helper Machinist  
Burnell F. Dowler  
Operator-Diesel Machinist  
Alfonso L. Rodríguez  
Heavy Laborer  
Robert Graham  
Seaman  
William C. Lashley  
Maintenance, Distribution  
Systems  
Ambrosio Rivas  
Asphalt or Cement Worker  
Astor Hawkins  
Painter

Vernon C. Douglas  
Lead Foreman, Public Works  
Road Construction  
Elvin S. Rinns  
Surveying Aid  
Everette N. Clouse  
Welder  
John W. Huson  
Electronics Mechanic  
Arnold J. Landreth  
Electrician, Pipeline Dredge

## HEALTH BUREAU

Edgar J. Moodie  
Medical Technician  
Herbert W. Weir  
Nursing Assistant, Psychiatry  
Leslie J. Pryce  
Nursing Assistant  
Delsada Perry Carr  
Nursing Assistant  
Dorothy E. Hannigan  
Medical Clerk, Stenography

## MARINE BUREAU

George E. Riley, Jr.  
General Foreman, Docking  
and Undocking  
Vincent King  
Seaman  
James R. S. DeFrees  
Lock Operator Machinist  
Leslie C. McIntosh  
Helper Lock Operator  
Luis A. Nieto  
Launch Operator  
D. L. S. Dickenson  
Seaman  
Candelario Pineda  
Lead Painter, Maintenance  
Ronald J. Sanderson  
Heavy Laborer  
Bernardino Ortega  
Seaman

Evaristo R. Mammel  
Boatman  
Carlos Giroldi  
Helper Boilermaker  
José A. Caciono  
Seaman

## OFFICE OF THE COMPTROLLER

Ruth K. Peterson  
Stenographer

## SUPPLY AND COMMUNITY SERVICE BUREAU

Andrew J. May  
Service Center Supervisor  
Vincent C. Wilson  
Stock Control Clerk  
Cecilia C. Wynter  
Clerk  
Mabel L. Grimes  
Sales Section Head  
Gabriel Córdoba  
Heavy Laborer  
Ivy M. Belgrave  
Pantryman  
Gwendolyn V. Batson  
Sales Checker, Retail Store  
Floris N. King  
Flatwork Presser  
Ethel O. Stephen  
Sales Checker, Food Service  
Margaret Fields  
Sales Checker, Food Service  
Ralph S. Buddle  
Heavy Laundry Worker  
Abel A. Ortiz  
Laborer Cleaner  
Muriel L. Doyle  
Sales Clerk  
Oscar H. Blackman  
Sales Section Head  
Aubrey Brown  
Laborer Cleaner

Osvald E. Duggon  
Flame Scrap Cutter  
Enid E. Lascelles  
Sales Clerk  
Bernice E. Smith  
Clerk Typist  
Clifford L. Barton  
Sales Section Head  
G. E. Gittens  
Sales Checker, Retail Store  
Alice M. James  
Clerk  
Marie O. Strachan  
Sales Clerk  
John A. Gulston  
Warehouseman  
Harold F. Brown  
Truck Driver  
Olga A. Josephs  
Pantryman

## TRANSPORTATION AND TERMINALS BUREAU

Kenneth L. Reid  
Supervisory Clerk Checker  
Preston E. Minton  
Automotive Machinist  
Arnold G. Rich  
Heavy Laborer  
Juan Sánchez  
Heavy Laborer  
Arthur Thomas  
Brakeman  
Walter L. Ilund  
Liquid Fuels Dispatcher  
C. de la C. Zapata  
Railroad Trackman  
John M. Henry  
Timekeeper  
Gabino A. Escobar  
Ship Worker  
John K. Brayton  
General Foreman, Ship  
Cargo Operations

# PROMOTIONS AND TRANSFERS

September 10 through October 10

EMPLOYEES who were promoted or transferred between September 10 and October 10 are listed below. Within-grade promotions and job reclassifications are not listed.

## ADMINISTRATIVE BRANCH

Elizabeth Lester, from Clerk-Stenographer, to Clerk (Typing).

## CIVIL AFFAIRS BUREAU

Bernhard I. Everson, from Transportation and Terminals Director, to Civil Affairs Director.

Amos W. De Raps, from Customs Guard, to Customs Inspector, Customs Division.

### Division of Schools

Dorothy T. Ahplanalp, Janc W. Fleet, Patricia E. Grez, Florene H. Olsen, Olga F. Stallworth, Ana C. Stearns, Vera S. Walburn, Olympia D. Lafuente, from Substitute Teacher, to Elementary and Secondary School Teacher.

Irma G. Leignadier, from Substitute Teacher, Latin American Schools, to Elementary and Secondary School Teacher, Latin American Schools.

William P. Fusselman, from Student Assistant, Business Administration, Electrical Division, to Life Guard.

## ENGINEERING AND

### CONSTRUCTION BUREAU

Mae B. Cross, from Accounts Maintenance Clerk, to Accounting Assistant, Office of the Director.

### Engineering Division

Corwin E. Hinson, Jr., from Towing Locomotive Operator, Locks Division, to Supervisory Surveying Technician.

Eustaquio Herrera, from Ship Worker, Terminals Division, to Laborer Cleaner.

### Dredging Division

Austin J. Byrd, Jr., Wilfred A. Campbell, from Dipper Dredge Engineer, to Chief Engineer, Towboat or Ferry.

John L. Hughes, Jr., Alfred G. Norkunas, Andrew H. Page, Wallace O. Stendahl, from Pipeline Dredge Engineer, to First Assistant Engineer, Pipeline Dredge.

Bruce Banks, from Lead Foreman, Debris Control, to Welder.

Pablo C. Petit, from Grounds Maintenance Equipment Operator, Community Services Division, to Boatman.

James H. Holder, from Navigational Aid Worker, to Guard.

Gerald Wilson, from Clerk, to Guard.

### Electrical Division

Robert F. Ausnehrmer, John B. Coffey, Jr., Leslie W. Croft, Jr., from Operator-Hydro, to Senior Operator, Generating Station.

Dorothy S. Bright, from Property and Supply Clerk, to Stock Control Clerk.

William Kosan, from Marine Machinist, Industrial Division, to Shift Engineer.

### Maintenance Division

William G. Mummaw, from Lead Foreman, to General Foreman.

James F. Ahearn, from Lead Foreman, Quarters Maintenance, to Lead Foreman Plumber.

Max C. Conover, from Lead Joiner, to Lead Foreman.

Louis S. Damiani, from Refrigeration Mechanic, to Leader Refrigeration Mechanic.

Malcolm A. Brissett, from Asphalt or Cement Worker, to Carpenter.

Epifanio Hernández M., from Dock Worker, Terminals Division, to Heavy Laborer.

### Contract and Inspection Division

Bob D. Maynard, from Lead Foreman Plumber, to Construction Representative.

Richard Swearingen, from Electrician, to Construction Representative.

George V. Kirkland, from Supervisory Construction Inspector, to Supervisory Construction Representative.

Ralph E. Furlong, Jr., from Construction Inspector, to Supervisory Construction Inspector.

## HEALTH BUREAU

Olga Tonk, from Staff Nurse, to Staff Nurse, Medicine and Surgery, Gorgas Hospital.

Matthew M. Walcott, Theophilus A. Wilson, from Kitchen Attendant, to Patient Food Service Attendant, Gorgas Hospital.

Cynthia V. Jones, from Sales Clerk, Supply Division, to Nursing Assistant, Coco Solo Hospital.

## MARINE BUREAU

### Navigation Division

Robert S. Peake, from Pilot-in-Training, to Probationary Pilot.

Etelberto Bustos, Samuel A. Grant, Wilbur T. Greaves, Alonso Sánchez, Felipe Soo, from Launch Seaman, to Deckhand.

Jorge A. Fuentes, Ricardo R. Lasso, Rafael A. Lascano, from Launch Operator, to Launch Seaman.

### Industrial Division

Edward H. Sadler, from Crane Hookman, to Guard.

Joseph O. Inniss, from Counter Attendant, Supply Division, to Helper Rigger.

Ernest V. Baptiste, Albert M. Rowe, from Laborer Cleaner, to Helper Rigger.

Arturo Smith, from Laborer Cleaner, to Helper Boilermaker.

Norman J. Clarke, from Heavy Laborer, Supply Division, to Laborer Cleaner.

Laurel R. Denny, from Package Boy, Supply Division, to Laborer Cleaner.

Earl D. Hines, from Utility Worker, Supply Division, to Laborer Cleaner.

### Locks Division

Juan M. Córdoba, Eustace A. Walters, from Heavy Laborer, to Helper Lock Operator.

George Albert, from Laborer Cleaner, Division of Schools, to Heavy Laborer.

Marciano Alvarado, from Utility Worker, Supply Division, to Heavy Laborer.

Samuel Walker, from Waiter, Supply Division, to Heavy Laborer.

## OFFICE OF THE COMPTROLLER

### Accounting Division

Malcolm A. Johnston, Jr., from Payroll Systems Officer, to Chief, Payroll and Machine Accounting Branch.

John J. Fallon, from Payroll Systems Officer to Time, Leave, and Payroll Supervisor.

Helen N. Minor, from Time, Leave, and Payroll Supervisor, to Payroll Systems Officer.

### Treasury Branch

Carolyn L. Holgerson, from Clerk-Stenographer, Accounting Division, to Clerk-Typist.

## SUPPLY AND COMMUNITY

### SERVICE BUREAU

#### Supply Division

Robert G. Rowe, from Retail Store Supervisor, to Commissary Store Manager.

Horace M. Roberts, from Clerk, to Retail Store Supervisor.

Leonard W. Collins, from Leader Laborer, to Retail Store Supervisor.

Cleveland Roberts, from Sales Section Head, to Service Center Supervisor.

Earle G. Moore, from Mail Supervisor, to Mail Clerk.

Ralph Rowland, from Utility Worker, to Leader Laborer.

Aubrey C. Baxter, from Heavy Laborer, to High Lift Truck Operator.

Harold T. Kildare, from High Lift Truck Operator, to Stockman.

Rosa A. Prados, from Meat Packager, to Sales Clerk.

Carlos Alvarado, from Utility Worker, to Sales Clerk.

Cecilia W. Brathwaite, from Utility Worker, to Counter Attendant.

Lucil J. Frank, from Packager, to Meat Packager.

Radames Ben, Basil C. De Sousa, Damian Gill, Jr., from Pinsetter, to Utility Worker.

#### Community Services Division

Jack E. Van Hoose, from Housing Management Aid, to Housing Project Assistant.

Gerald H. Halsall, from Housing Management Assistant, to Housing Project Assistant.

Arthur C. Payne, from Accounting Assistant, to Assistant Manager, Cristobal Housing Office.

Jackson J. Pearce, from Assistant Manager, Cristobal Housing Office, to Assistant Manager, Balboa Housing Office.

Eulides Castillo, Francisco Santana, Simón Arancibia, from Laborer, to Grounds Maintenance Equipment Operator.

Hilton Goodridge, Ugent M. Lord, from Leader Laborer Cleaner, to Lead Foreman Laborer Cleaner.

Albert E. Watson, from Field Tractor Operator, to Lead Foreman, Grounds Maintenance Equipment Operator.

Frederick D. Stewart, from Laborer Cleaner, to Leader Laborer Cleaner.

Efraim Meza M., from Stockman, to Crater and Packer.

Francisco Martínez, from Laborer, to Heavy Laborer.

Winston S. Johnson, from Stockman, to Furniture Repairman.

(See p. 20)

## Promotions and Transfers

(Continued from p. 19)

### TRANSPORTATION AND TERMINALS BUREAU

Capt. Axton T. Jones, U.S.N., from Captain of the Port, Navigation Division, to Director.

#### Terminals Division

Jules A. Lelaidier, from Guard, Locks Division, to Liquid Fuels Gauger.

Solomon A. Ewen, from Winchman, to Leader Ship Cargo Operations.

Ricardo Moreno, from Substitute Teacher, Latin American Schools, Division of Schools, to Clerk Checker.

Pablo Jaramillo, from Dock Worker, to Winchman.

Rupert A. Knight, from Truck Driver, Supply Division, to High Lift Truck Operator.

Hedley Allen, from Ship Worker, to High Lift Truck Operator.

Roberto Avila, Santana Avila, Luis Barrera, Arthur Hughes, Norman A. Jeff, Surjit Singh, Huntley E. Snape, Héctor Vega, from Dock Worker, to High Lift Truck Operator.

Gerardo A. Núñez, from Dock Worker, to Ship Worker.

#### Railroad Division

Gilberto Anaya, from Utility Worker, Supply Division, to Railroad Trackman.

Román López, from Dock Worker, to Railroad Trackman.

#### Motor Transportation Division

Ramón Rivera, Jr., from Truck Driver, to Heavy Truck Driver.

Ramón C. Luna, from Tire Rebuilder, to Leader Tire Rebuilder.

Luis A. Salazar, Encarnación Corpas, José Barraza, from Helper Tire Rebuilder, to Tire Rebuilder.

#### OTHER PROMOTIONS

PROMOTIONS which did not involve changes of title follow:

Cecil D. Gooding, Retail Store Supervisor, Supply Division.

David S. Beckett, Service Center Supervisor, Supply Division.

John C. DeYoung, Inspector, Gas Plant Products, Supply Division.

Rose V. C. Brogie, Clerk-Typist, Supply Division.

Elda M. Mendoza, Aída I. Morales, Clerk-Typist, Community Services Division.

Christopher Greaves, Luciano C. D. Sablo, Clerk, Community Services Division.

Robert J. Saarinen, Service Center Supervisor, Supply Division.

George R. Downing, Accountant, Accounting Division.

Paula C. Decker, Clerk-Stenographer, Accounting Division.

Frederick W. Jones, Signalman, Navigation Division.

Edna M. Donohue, Cartographic Compilation Aid, Engineering Division.

Juan R. Griffin, Bus Service Inspector, Motor Transportation Division.

Claudio C. McFarlane, Freight Clerk, Panama Local Agency.

Alvin H. Hassock, Clerk, Locks Division.

Alfred Mason, Clerk, Electrical Division.

Hermínio Figueroa, Grounds Maintenance Equipment Operator, Community Services Division.

Pablo A. Aguilar, Abraham Hernández, Surveying Aid, Engineering Division.

Alfonso N. Forbes, James Grant, Hubert A. White, Ashton L. Wilson, Utility Worker, Supply Division.



# Watch Where You're Going

THE ABILITY to drive safely at night depends upon several things, but the most important is the driver's own vision. Other factors such as illumination, vehicle speed, and weather also play a part, and a clean windshield is, of course, a necessity.

Your eyes play tricks at night. For example, you can see an expected or familiar object much farther away than an unexpected one.

Periodic vision checks are a must as a driver grows older. The average 55-year-old driver with 20/20 vision needs twice as much light as the 20-year-old with the same visual rating. Vision defects are exaggerated at night and good drivers take this into account.

At night, drivers must depend upon artificial light—from their own headlamps, from other cars, and sometimes from overhead highway illumination. The latter sometimes creates additional sight problems for drivers.

Annual inspections of vehicles operating in the Canal Zone and the Republic of Panama include a check of the headlamp performance on vehicles, but it may be necessary to have them adjusted between vehicle inspections.

A really good driver knows the relationship between his headlamps and his stopping distance at highway speed. If he doesn't know this—if he goes hurtling into a black hole of darkness at a speed that will make it impossible to stop



within the distance he can see—then he's playing a dangerous game of chance with unknown dangers.

Driving experts agree that night driving demands slower speed. Vision studies prove that your sight distance shrinks the faster you go. At 20 miles per hour a driver can see and identify objects 80 feet further away than he can at 60 miles per hour.

This narrowing and shortening of the visual field, plus the efficiency of the headlights, plus your stopping distance, all determine your safe speed at night.

## ACCIDENTS

FOR  
**THIS MONTH**  
AND  
**THIS YEAR**  
—  
**SEPTEMBER**



FIRST AID  
CASES

'61 '60

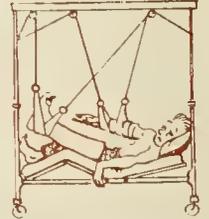
236 213



DISABLING  
INJURIES

'61 '60

4 11



DAYS  
LOST

'61 '60

365 206

ALL UNITS  
YEAR TO DATE

2788(397) 2213 100(4) 106 9426(58) 14210

( ) Locks Overhaul Injuries included in total.

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# CANAL HISTORY

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## 50 Years Ago

MORE THAN 3 million cubic yards of concrete had been laid in the construction of the three sets of locks for the Panama Canal 50 years ago this month. This was approximately three-fourths of the concrete required for the locks. The figures quoted did not include the spillways. At Gatun Locks, the center and side walls of the upper and middle locks were practically finished and installation of the first of the cylindrical valves in the locks had been started.

Plans were being made for the construction of a dry dock at Balboa. The design for the dock and other facilities was under direction of H. B. Rousseau, U.S. Navy civil engineer.

November lived up to its reputation as a rainy month 50 years ago. On the night of November 28-29, all Isthmian records for excessive rainfall for short periods were broken at Portobelo, when 2.46 inches of rain fell in 3 minutes. The total rainfall for the "shower" at Portobelo was 7.60 inches.

## 25 Years Ago

SPEEDY ratification of the 1936 Panama-United States treaty was expected in Panama official circles 25 years ago as a result of the overwhelming victory of President Franklin D. Roosevelt in the U.S. presidential elections. President Demóstenes Arosemena asked the Panama National Assembly for speedy action on the treaty.

As a committee from the U.S. Senate departed for the Isthmus to probe local working conditions, the Panama Canal administration expressed flat opposition to any legislation which would require the wholesale replacement of aliens by U.S. citizens. A bill was being considered by Congress which would provide that all skilled positions in the Canal organization be filled by U.S. or Panamanian citizens.

In Kansas City, Mo., Maj. Gen. Smedley D. Butler made a speech urging that the Panama Canal be internationalized. He said that it was false security for the United States to depend on the Canal, because it could not be defended in case of war.

## 10 Years Ago

FEDERAL employees in the Canal Zone still were fighting the U.S. income tax 10 years ago. In November 1951, a suit challenging the constitutionality of the income tax in the Canal Zone was filed in the U.S. District Court in Aneon on behalf of 749 Federal employees. Attorneys John O. Collins and Donald McNevin, who filed the complaint, wanted a judicial pronouncement that the amendment to the tax law which extended the income tax to the Zone was unconstitutional. They also asked for an injunction to stop collection of the tax.

Despite an east coast stevedore strike, Canal traffic during October 1951 was reported to be the highest since March 1939. Transits averaged 17.5 ocean-going ships daily.

## 1 Year Ago

THE FLAGS of Panama and the United States flew side by side along Canal Zone streets used last year as parade routes by Panama and Colon groups who celebrated Flag Day on November 4 by marching through the Canal Zone. On November 3, top U.S. officials from the Canal Zone joined the festive celebration of the Republic's independence and a spirit of neighborliness and relaxation prevailed on the Isthmus.

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## RETIREMENTS

RETIREMENT certificates were presented at the end of October to the employees listed below, with their birthplaces, positions, years of Canal service, and future residence.

**William Adams**, New York; Police Private, Police Division; 21 years, 10 months, 23 days; Panama.

**Gustaves Downs**, Panama; Helper Lock Operator, Locks Division; 26 years, 5 months, 14 days; Colon.

**Claudio Garay**, Panama; Heavy Laborer, Locks Division; 39 years, 9 months, 28 days; Colon.

**Francisco González**, Martinique; Laborer, Community Services Division; 17 years, 4 months, 3 days; Colon.

**John A. Grenald**, Panama; Heavy Laborer, Locks Division; 11 years, 7 months, 25 days; Colon.

**Capt. Francis J. Harrington**, Massachusetts; Pilot, Navigation Division; 27 years, 2 months, 1 day; Florida.

**Louis C. Hasemann**, New York; Finance Branch Superintendent, Postal Division; 32 years, 1 month, 11 days; Florida.

**Frederick H. Hodges**, Virginia; Locomotive Engineer, Railroad Division; 35 years, 11 months, 3 days; Virginia.

**Adolphus Kelly**, Jamaica; Heavy Laborer, Supply Division; 15 years, 4 months, 6 days; Colon.

**George T. McLintock**, Delaware; Electroplater, Electrical Division; 25 years, 11 months, 13 days; Pennsylvania.

**Robert D. Martin**, Barbados; High Lift Truck Operator, Terminals Division; 37 years, 8 months, 12 days; Colon.

**William G. Mummaw**, Pennsylvania; General Building Foreman, Maintenance Division; 21 years, 3 months; Florida.

**Dionicio Rodríguez**, Panama; Oiler, Locks Division; 39 years, 6 months, 3 days; Colon.

**Enrique Rosero**, Colombia; Floating Plant Fireman, Dredging Division; 41 years, 7 days; Panama.

**Clarence R. Taht**, Pennsylvania; Water System Controlman, Maintenance Division; 21 years, 2 months, 2 days; Washington.

**Dorothy H. Timmin**, Mississippi; Time, Leave, and Payroll Clerk, Accounting Division; 20 years, 10 months, 2 days; Mississippi.

**Alfred S. Walker**, Jamaica; Motor Vehicle Dispatcher, Motor Transportation Division; 38 years, 4 months; Colon.

**Donald A. Walters**, Jamaica; Sales Clerk, Supply Division; 32 years, 8 months, 3 days; Panama.

## Christmas Gifts

CHRISTMAS is coming and so are a deluge of holiday packages.

Canal Zone residents who plan to send bona fide gifts to the United States under the U.S. Customs regulation which permits such gifts up to \$10 in value to enter free of duty are reminded by the Canal Zone Customs Division that they must mark each package "Bona Fide Gift."

Officials of the U.S. Customs office in New Orleans have told Zone Customs officials that approximately 90 percent of the parcels received at New Orleans are not marked properly as required by regulations. When parcels are not properly marked, with the words "Bona Fide Gift," they are treated as commercial shipments subject to duty.

## TRAFFIC MOVEMENT OVER MAIN TRADE ROUTES

The following table shows the number of transits of large, commercial vessels (300 net tons or over) segregated into eight main trade routes:



	First Quarter, Fiscal Year		
	1962	1961	Avg. No. Transits 1951-55
United States intercoastal	113	118	178
East coast of United States and South America	564	643	387
East coast of United States and Central America	90	120	113
East coast of United States and Far East	636	535	239
United States/Canada east coast and Australasia	74	70	49
Europe and west coast of United States/Canada	187	214	167
Europe and South America	277	268	111
Europe and Australasia	91	77	83
All other routes	725	655	353
<b>Total traffic</b>	<b>2,757</b>	<b>2,700</b>	<b>1,680</b>

## MONTHLY COMMERCIAL TRAFFIC AND TOLLS

Vessels of 300 tons net or over  
(Fiscal Years)

Month	Transits			Gross Tolls ° (In thousands of dollars)		
	1962	1961	Avg. No. Transits 1951-55	1962	1961	Average Tolls 1951-55
July	931	941	557	\$4,776	\$4,680	\$2,432
August	934	912	554	4,749	4,585	2,403
September	892	847	570	4,523	4,172	2,431
October			607			2,559
November			568			2,361
December			599			2,545
January			580			2,444
February			559			2,349
March			632			2,657
April			608			2,588
May			629			2,672
June			599			2,528
Three-month total	2,757	2,700	1,681	14,048	13,437	7,266
<b>Total for year</b>			<b>6,562</b>			<b>29,969</b>

° Before deduction of any operating expenses.

## CANAL COMMERCIAL TRAFFIC BY NATIONALITY

Nationality	First Quarter, Fiscal Year					
	1962		1961		1951-55	
	Number of transits	Tons of cargo	Number of transits	Tons of cargo	Average number transits	Average tons of cargo
British	295	1,991,212	271	1,788,327	286	1,753,044
Chilean	28	181,379	32	226,270	15	67,567
Chinese	22	179,929	18	95,801	3	28,206
Colombian	67	119,125	59	107,020	35	40,056
Danish	72	292,442	101	328,024	60	220,751
Ecuadorean	11	7,257	13	24,684	34	20,882
French	32	180,271	44	216,402	31	129,938
German	262	749,007	275	887,836	38	85,956
Greek	198	1,727,366	157	1,498,122	28	221,195
Honduran	32	29,082	43	31,973	93	131,492
Italian	69	477,523	47	236,931	30	146,915
Japanese	221	1,255,601	223	1,328,877	57	367,978
Liberian	223	1,863,016	272	2,222,645	31	189,420
Netherlands	116	631,482	113	666,393	28	131,769
Nicaraguan	8	13,957	20	42,264	4	3,288
Norwegian	366	2,607,642	301	2,005,177	189	723,252
Panamanian	96	455,475	71	431,025	96	548,900
Peruvian	37	179,184	18	80,438	5	13,392
Swedish	89	469,026	70	353,744	48	183,337
United States	429	2,448,822	497	3,011,115	538	3,364,851
All others	84	450,877	55	203,380	31	130,501
<b>Total</b>	<b>2,757</b>	<b>16,309,675</b>	<b>2,700</b>	<b>15,786,498</b>	<b>1,680</b>	<b>8,502,690</b>

## Dream Cruises

SEVERAL hundred tourists will visit the Panama Canal during the winter cruise months on their way to or from such exotic places as Pago Pago, Malaya, Tonga, Indonesia, Thailand, and Hong Kong. Others will be visiting Madeira, the Canary Islands, and the Caribbean. These dream cruises are being lined up for the lucky tourists who will be traveling during the winter months aboard the luxury liners *Bergensfjord*, *Caronia*, *Rotterdam*, and *Andes*, all of which are represented at the Canal by the Pacific-Ford Agency.

The Cunard Line's 34,172-ton *Caronia*, one of the world's most luxurious liners, is due in Cristobal February 1 from New York. She will dock on both sides of the Isthmus and will sail February 2 for the South Pacific and Far East on a 90-day cruise. The vessel will return to the Canal in April on her way back to New York.

Two other cruise vessels represented by Ford also will be on their way around the world. They are the Norwegian American liner *Bergensfjord* due in Cristobal January 24 from New York and the Holland-American cruise ship *Rotterdam*, which will arrive in Balboa April 9 en route to New York, on the last leg of a world girdling trip.

The Royal Mail liner *Andes* will be one of the few cruise ships to arrive here from England. This ship is due in Cristobal January 24 from Southampton by way of the Canary Islands and St. Lucia. She will transit the Canal on her way to Honolulu and the U.S. west coast and will return to Panama in February. The vessel will return to Southampton via Barbados and Madeira.

## First Visit

THE FLAGSHIP of the Canadian Pacific Line, the 27,000-ton *Empress of Canada*, will make her first visit to the Canal February 1, when she arrives in Cristobal from New York on a Caribbean cruise. According to W. Andrews & Co., agents for the line, the newest addition to the *Empress* fleet will dock in Cristobal at 7 a.m. and will remain in port until 11 p.m. the same day.

The *Empress of Canada* was built last year for the North Atlantic trade and is making her debut this year in the winter cruise trade. In addition to Cristobal she will visit a number of West Indian and Caribbean ports.



## CANAL TRANSITS — COMMERCIAL AND U. S. GOVERNMENT

### Automation at Sea

THE FIRST Japanese ocean-going ship to be equipped with a remote control and automation system for its main machinery should pass through the Panama Canal soon after the first of the year. It is the *Kinkasan Maru*, which was built at the Tamano Shipyards for the Mitsui Steamship Line. It is scheduled for completion late this month.

Main feature of the remote control and automation equipment, is an enclosed, soundproofed, and air-conditioned remote control room within the engineroom itself. It is connected to various parts of the engineroom by an automatic telephone exchange and the key part of the engineroom can be kept under observation through a double pane window. The vessel is expected to have a maximum speed of 19 knots when fully loaded.

### Harbor Launches

TWO LAUNCHES to be used for harbor work after completion now are being built by the Panama Canal Company. One is a wooden hull launch to be named *Dove* and the second is a steel hull launch to be called *Robin*.

The *Dove*, being built by the launch repair forces of the Industrial Division in Gamboa, is the first small craft of its type to be constructed by the Canal since 1949. The *Robin* is under construction at the Industrial Division in Cristobal. Both are scheduled for completion in about 6 months and will be assigned to the Cristobal Port Captain's office.

### Scientific Expedition

AMONG the small craft which transited the Canal recently was the 109-foot sailing vessel *Argosy*, which sailed from Balboa with 1½ tons of equipment designed for use by a group of University of Miami scientists to collect biological and ecological data from the waters off Panama and the coast of Ecuador.

Also aboard the boat was special oceanographic gear for study of water temperatures, currents, and salt content. Data gathered on the cruise will be furnished the United States Government and those of Panama, Colombia, and Ecuador, the scientists said.

	First Quarter, Fiscal Year				
	1962			1961	Avg. No. Transits 1951-55
	Atlantic to Pacific	Pacific to Atlantic	Total	Total	Total
Commercial vessels:					
Ocean-going	1,433	1,324	2,757	2,700	1,680
Small*	63	31	94	206	304
Total commercial	1,496	1,355	2,851	2,906	1,984
U.S. Government vessels: **					
Ocean-going	35	14	49	45	201
Small*	13	22	35	40	89
Total Government	48	36	84	85	290
Total commercial and U.S. Government	1,544	1,391	2,935	2,991	2,274

\* Vessels under 300 net tons or 500 displacement tons.

\*\* Vessels on which tolls are credited. Prior to July 1, 1951, Government-operated ships transited free.

## PRINCIPAL COMMODITIES SHIPPED THROUGH THE CANAL

### Pacific to Atlantic

(All cargo figures in long tons)

Commodity	First Quarter, Fiscal Year		
	1962	1961	Average 1951-55
Ores, various	2,003,487	2,623,671	987,567
Lumber	777,993	764,848	798,109
Petroleum and products (excludes asphalt)	555,489	519,733	339,598
Wheat	116,196	250,541	473,208
Sugar	791,009	527,764	346,218
Canned food products	260,157	254,225	309,830
Nitrate of soda	183,833	198,702	250,093
Barley	46,551	184,430	25,235
Bananas	249,295	260,132	155,958
Metals, various	276,972	277,820	175,110
Food products in refrigeration (except fresh fruit)	171,829	163,545	142,823
Coffee	105,792	94,883	60,065
Cotton, raw	56,795	59,943	37,857
Iron and steel manufactures	89,677	93,711	39,171
Copra	46,543	54,242	63,275
All others	1,149,123	1,131,723	665,633
Total	6,880,741	7,459,913	4,869,750

### Atlantic to Pacific

Commodity	First Quarter, Fiscal Year		
	1962	1961	Average 1951-55
Petroleum and products (excludes asphalt)	2,174,384	2,394,830	709,710
Coal and coke	1,780,714	1,546,752	539,013
Iron and steel manufactures	396,912	376,715	376,917
Phosphates	488,427	454,485	156,591
Sugar	695,444	187,394	99,311
Soybeans	201,390	292,294	43,705
Metal, scrap	1,285,250	672,343	10,321
Sulphur	108,772	145,118	96,831
Ammonium compounds	60,577	97,100	57,794
Paper and paper products	95,058	99,355	90,900
Ores, various	140,874	209,585	53,676
Machinery	84,088	76,052	66,690
Chemicals unclassified	155,760	166,220	45,236
Corn	116,974	144,446	12,729
Wheat	236,921	84,941	66,627
All others	1,407,389	750,049	1,206,849
Total	9,428,934	7,697,679	3,632,900

# SHIPPING

SHIPPING statistics for Canal traffic during the first quarter of fiscal year 1962 show that the fastest-growing trade route served by the Isthmian waterway continues to be between the east coast of the United States and the Far East.

Bolstered by the continuing boom in Japanese industrial development, the United States east coast-Far East trade route led all others in number of ships during the first quarter of the current fiscal year, outstripping the historically leading route between the east coast of the United States and the west coast of South America.

The continuing growth of Japanese industry and its demands for materials has climbed to the point where approximately 40 percent of all cargo moving through the Canal at present is bound either to or from Japan. The current upward movement in cargo shipments involving Japan started last May after having leveled off for several months prior to that.

Shipments of scrap metal to Japan during the first quarter of this fiscal year set the pace for all other commodities moving over the United States east coast-Far East trade route. Scrap metal shipments were approximately double the level of such cargo movements during the first quarters of fiscal years 1960 and 1961.

Closely allied with the increase in scrap metal shipments was the continuing upward climb of coal and coke movements to Japan. These shipments, which have been in a steady upward climb throughout the several years of the Japanese industrial boom, showed an increase of 15 percent during the first quarter of this fiscal year, as compared with the first quarter of fiscal year 1961.

The worldwide shifts which have occurred in the sale of sugar also have resulted in a sharp increase in the quantity of this commodity moving through the waterway, although the change has not involved sufficient ships to show a major effect on leading trade route patterns.

The shifting pattern in the world sugar market is indicated by the fact that almost four times as much sugar moved through the Canal from the Atlantic to the Pacific during the first quarter of the current fiscal year as was shipped in that direction during the comparable periods of 1960 and 1961.

Simultaneously with the growth in sugar shipments from Atlantic to Pacific,

## TRANSITS BY OCEAN-GOING VESSELS IN SEPTEMBER

	1960	1961
Commercial	847	892
U.S. Government	14	13
Total	861	905

### TOLLS °

Commercial	\$4,176,218	\$4,525,029
U.S. Government	46,398	73,131
Total	\$4,222,616	\$4,598,160

### CARGO °°

Commercial	4,844,190	5,021,956
U.S. Government	35,445	72,521
Total	4,879,635	5,094,477

Includes tolls on all vessels, ocean-going and small.  
°° Cargo figures are in long tons.

there has been a 50 percent increase in the amount of sugar moving in the other direction through the waterway.

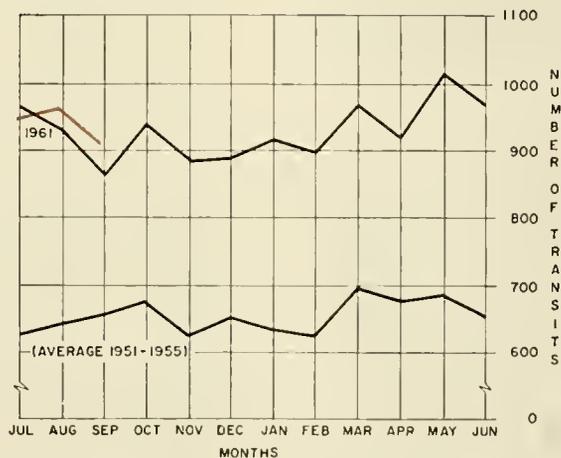
This double-shuffle in sugar results from Cuban sugar being shipped through the Canal to China, Russia, and other Far Eastern points, while sugar from Peru and a number of Pacific islands, including the Philippines, Formosa, and Hawaii, is sent through the Canal for movement to the east coast of the United States.

In contrast to the booming increases in shipments of scrap metal, coal, and sugar through the waterway, shipments of barley and wheat from Pacific to Atlantic have declined sharply from a year ago, with barley shipments this year being only about 25 percent of what they were during the first quarter of fiscal year 1961 and wheat shipments being reduced to less than half of their year-ago level. On the other hand, wheat shipments from Atlantic to Pacific have increased, being almost three times the level of a year ago.

Ore shipments from Pacific to Atlantic were down approximately 20 percent from the 1961 level, although they continued to lead in total tonnage of principal commodity items shipped through the Canal. The level of ore shipments during the first quarter of this fiscal year were even slightly less than the total during the comparable period of 1960.

The ever-shifting pattern of cargo movements also was reflected during the first quarter in the fact that total tonnage moving from Pacific to Atlantic declined more than 7 percent, compared with the same period last year, while tonnage moving from the Atlantic to the Pacific increased by more than 22 percent.

OCEAN-GOING TRANSITS THROUGH PANAMA CANAL











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